(d) If certification for operation above 25,000 feet is requested the windshields, window panels, and canopies must be strong enough to withstand the maximum cabin pressure differential loads combined with critical aerodynamic pressure and temperature effects, after failure of any load-carrying element of the windshield, window panel, or canopy.

(e) The windshield and side windows forward of the pilot's back when the pilot is seated in the normal flight position must have a luminous transmittance value of not less than 70 percent.

(f) Unless operation in known or forecast icing conditions is prohibited by operating limitations, a means must be provided to prevent or to clear accumulations of ice from the windshield so that the pilot has adequate view for taxi, takeoff, approach, landing, and to perform any maneuvers within the operating limitations of the airplane.

(g) In the event of any probable single failure, a transparency heating system must be incapable of raising the temperature of any windshield or window to a point where there would be—

(1) Structural failure that adversely affects the integrity of the cabin; or

(2) There would be a danger of fire.

(h) In addition, for commuter category airplanes, the following applies:

(1) Windshield panes directly in front of the pilots in the normal conduct of their duties, and the supporting structures for these panes, must withstand, without penetration, the impact of a two-pound bird when the velocity of the airplane (relative to the bird along the airplane's flight path) is equal to the airplane's maximum approach flap speed.

(2) The windshield panels in front of the pilots must be arranged so that, assuming the loss of vision through any one panel, one or more panels remain available for use by a pilot seated at a pilot station to permit continued safe flight and landing.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–7, 34 FR 13092, Aug. 13, 1969; Amdt. 23–45, 58 FR 42165, Aug. 6, 1993; 58 FR 51970, Oct. 5, 1993; Amdt. 23–49, 61 FR 5166, Feb. 9, 1996]

§ 23.777 Cockpit controls.

(a) Each cockpit control must be located and (except where its function is obvious) identified to provide convenient operation and to prevent confusion and inadvertent operation.

(b) The controls must be located and arranged so that the pilot, when seated, has full and unrestricted movement of each control without interference from either his clothing or the cockpit structure.

(c) Powerplant controls must be located—

(1) For multiengine airplanes, on the pedestal or overhead at or near the center of the cockpit;

(2) For single and tandem seated single-engine airplanes, on the left side console or instrument panel;

(3) For other single-engine airplanes at or near the center of the cockpit, on the pedestal, instrument panel, or overhead; and

(4) For airplanes, with side-by-side pilot seats and with two sets of powerplant controls, on left and right consoles.

(d) When separate and distinct control levers are co-located (such as located together on the pedestal), the control location order from left to right must be power (thrust) lever, propeller (rpm control), and mixture control (condition lever and fuel cut-off for turbine-powered airplanes). Power (thrust) levers must be easily distinguishable from other controls, and provide for accurate, consistent operation. Carburetor heat or alternate air control must be to the left of the throttle or at least eight inches from the mixture control when located other than on a pedestal. Carburetor heat or alternate air control, when located on a pedestal, must be aft or below the power (thrust) lever. Supercharger controls must be located below or aft of the propeller controls. Airplanes with tandem seating or single-place airplanes may utilize control locations on the left side of the cabin compartment; however, location order from left to right must be power (thrust) lever, propeller (rpm control), and mixture control.

(e) Identical powerplant controls for each engine must be located to prevent

confusion as to the engines they control.

(1) Conventional multiengine powerplant controls must be located so that the left control(s) operates the left engines(s) and the right control(s) operates the right engine(s).

(2) On twin-engine airplanes with front and rear engine locations (tandem), the left powerplant controls must operate the front engine and the right powerplant controls must operate the rear engine.

(f) Wing flap and auxiliary lift device controls must be located—

(1) Centrally, or to the right of the pedestal or powerplant throttle control centerline; and

(2) Far enough away from the landing gear control to avoid confusion.

(g) The landing gear control must be located to the left of the throttle centerline or pedestal centerline.

(h) Each fuel feed selector control must comply with §23.995 and be located and arranged so that the pilot can see and reach it without moving any seat or primary flight control when his seat is at any position in which it can be placed.

(1) For a mechanical fuel selector:

(i) The indication of the selected fuel valve position must be by means of a pointer and must provide positive identification and feel (detent, etc.) of the selected position.

(ii) The position indicator pointer must be located at the part of the handle that is the maximum dimension of the handle measured from the center of rotation.

(2) For electrical or electronic fuel selector:

(i) Digital controls or electrical switches must be properly labelled.

(ii) Means must be provided to indicate to the flight crew the tank or function selected. Selector switch position is not acceptable as a means of indication. The ''off'' or ''closed'' position must be indicated in red.

(3) If the fuel valve selector handle or electrical or digital selection is also a fuel shut-off selector, the off position marking must be colored red. If a separate emergency shut-off means is provided, it also must be colored red.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–7, 34 FR 13092, Aug. 13, 1969; Amdt. 23–33, 51 FR 26656, July 24, 1986; Amdt. 23–51, 61 FR 5136, Feb. 9, 1996; Amdt. 23–62, 76 FR 75757, Dec. 2, 2011]

§ 23.779 Motion and effect of cockpit controls.

Cockpit controls must be designed so that they operate in accordance with the following movement and actuation:

(a) Aerodynamic controls:

	Motion and effect
(1) *Primary controls:*	
Aileron	Right (clockwise) for right wing down.
Elevator	Rearward for nose up.
Rudder	Right pedal forward for nose right.
(2) *Secondary controls:*	
Flaps (or auxiliary lift devices).	Forward or up for flaps up or auxiliary device stowed; rearward or down for flaps down or auxiliary device deployed.
Trim tabs (or equivalent).	Switch motion or mechanical rotation of control to produce similar rotation of the airplane about an axis parallel to the axis control. Axis of roll trim control may be displaced to accommodate comfortable actuation by the pilot. For single-engine airplanes, direction of pilot's hand movement must be in the same sense as airplane response for rudder trim if only a portion of a rotational element is accessible.

(b) Powerplant and auxiliary controls:

	Motion and effect
(1) *Powerplant controls:*	
Power (thrust) lever.	Forward to increase forward thrust and rearward to increase rearward thrust.
Propellers ..	Forward to increase rpm.
Mixture	Forward or upward for rich.